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			The EM mess	hall served quarters, All	meals to	500 or 6	500 men. <i>I</i>	About 30 (officers beli	onged	10 %	
			were each a	llowed to hav t the field.	e a Germa	n houser	naid. Then	re were al	out 20 Germ	ອກ ດ້ວກ	estic	
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		3.	The ground p	personnel were b	e 18 to 1	9 year-c	old recrui	its who we	ere restricte	ed to	(). \	
			me crircer	s of the flyi and blouses w	ng person	nel wore	visor to	me caps.	brown shirts	a with	· (4)	
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			continuality	parked at the late December	e end of :	the runw	av. The o	ther airc	raft were in	ı the		
25)			arrived at t	the field by :	rail. 🥅			•	jet fi		s 25X1	
25)	. .	,	the planes were assembled by Russian personnel in 3 or 4 days. About 14 days later, the planes flew to an unknown destination. During the period of observation, three or four other shipments arrived at the field.									
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for towing aircraft were parked in the garage 25X1
Only assembly work was being done in the garage. An underground fuel dump
which, once or twice a week, was filled with fuel from two or three tank cars
was located near the garage.

6. Flying usually started between 8 and 9 a.m. and continued up to about 7 p.m. during good weather. Night flights were seldom. In regular flying activity, the aircraft were towed from the hangars to the end of the runway, where they were reduced from tank trucks. Refueling and warming up of the engine took from 10 to 15 minutes. A radio truck was at the field when flying was in progress. The aircraft generally took off in groups of two and landed individually. Their flight time varied between 13 and 60 minutes.

25X1

7. During the last period of observation, the number of practice alerts was increased. The alert was a long continuous sound that was produced by a siren. Within a few minutes, the EM were at their posts. The aircraft were towed out of the hangars and made ready to take off. Some of them even took off. The surrounding roads were blocked. The duration of the alerts varied, the longest time being half a day. All clear signals were given by one long continuous sound from the siren.

8. The east—west runway was about 2 km long. The surface of the field was good even after a period of continuous rain. Two searchlights mounted on poles about 1.2 meters high were located on each side of the beginning of the runway. They were in operation during night flying. The DF station at the west end of the runway and the bunker on the east end of the runway were permanently occupied by radic operators. The weather station was housed in the middle hangar. A switchboard was in the headquarters building. The road to the field approached from the west and the spur track entered the field from the south. Only the southern section of the field was guarded. Patrols were on duty at night. (7)

Comments

(1) The name of the commander of the fighter regiment at Neubrandenburg airfield is reported for the first time.

(2) No exact information on the total personnel strength of the units are available. On the basis of various records, the total personnel strength of a fighter regiment and its auxiliary unit is believed to be about 700 persons including officers, i.e., the flying unit has about 250 officers and EM, the OATB about 250 men and the guard detail and signal unit about 200 men.

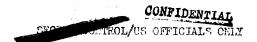
(3) The fighter regiment in Neubrandenburg belongs to the fighter division whose headcuarters is now located in Puetnitz. It was located in Peenemuende prior to mid-November 1951. The information that Neubrandenburg eirfield was supplied from Neustrelitz may refer only to food supplies. No records are available in this respect.

(h) The EM who belong to the fighter regiment are employed as maintenance personnel for the aircraft; however, a few of them serve as office personnel.

(5) The statement on the presence of only 15 to 20 jet aircraft contradicts previous information In 1951, up to 37 KiG-15s were repeatedly 25X1 coserved at the field. From the flying observed it was inferred that the planes 25X1 belonged to the regiment.

(6) The arrival of aircraft crates is believed to be correct.

(7) The statements in paragraphs 5 to 8 agree with previous information except for the practice alerts which are reported for the first time. Such practice alerts are believed to be part of the routine training at the field.



25X1

25X1

25X1